

LISTING OF CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. through 8. (Cancelled).

9. (New) A propulsion power transmission device, comprising:

 a first interface for receiving and transmitting driving power;

 a second interface for receiving and transmitting driving power, said first and second interfaces being connected so that said first interface transmits the driving power to said second interface in a first operating mode, and said second interface transmits the driving power to said first interface in a second operating mode;

 a hydrodynamic clutch for switching between said first and second operating modes being mounted between said first and second interfaces, said hydrodynamic clutch comprising:

 a first working chamber; and

 a second working chamber, said first and second working chambers capable of being independently filled with and drained of a working medium in order to transfer torque from a first one of a plurality of primary wheels having a first set of blades to at least one secondary wheel having a second set of blades, said first and second sets of blades being arranged opposite each other; and
 a first gear train; and
 a second gear train, said first and second gear

trains being mounted parallel to one another and in series with said hydrodynamic clutch, said second gear train causing a reversal in a direction of rotation in relation to said first gear train at said first or second interfaces, said first and second gear trains being respectively continuously connected to said first one of a plurality of primary wheels and said at least one secondary wheel, and said first and second gear trains being continuously connected to one of said first or second interfaces in a driving manner.

10. (New) The propulsion power transmission device according to claim 9, wherein said first and second working chambers are bounded by said at least one secondary wheel, said common secondary wheel bearing said second set of blades in a back-to-back arrangement.

11. (New) The propulsion power transmission device according to claim 10, wherein said common secondary wheel is continuously connected to said first interface in a driving manner, and wherein said first and second gear trains are continuously connected directly to said second interface in a driving manner.

12. (New) The propulsion power transmission device according to claim 9, wherein said first and second sets of blades are arranged at an inclination with respect to a central axis of said hydrodynamic clutch.

13. (New) The propulsion power transmission device according to claim 12, wherein said first working chamber is filled with and said second working chamber is drained

of said working medium in said first operating mode, said second working chamber is filled with and said first working chamber is drained of said working medium in said second operating mode, and said first and second sets of blades are arranged so that during transmission of the driving power in the drained working chamber said first and second sets of blades move in a forward-swept manner relative to one another.

14. (New) The propulsion power transmission device according to claim 10, wherein said common secondary wheel is constructed with a housing of said hydrodynamic clutch in a torsionally rigid manner, and wherein said common secondary wheel and said housing at least partially encloses said first one of a plurality of primary wheels.

15. (New) The propulsion power transmission device according to claim 9, wherein said first one of a plurality of primary wheels and a second one of a plurality of plurality of primary wheels are each arranged on a common shaft, said first one of a plurality of primary wheels is mounted in a torsionally fixed manner on the common shaft, said second one of a plurality of primary wheels is mounted in a rotatable manner on the common shaft, said at least one secondary wheel is mounted between said first and second ones of a plurality of primary wheels and in a rotary manner on the common shaft.

16. (New) A turbocompound system, comprising:
an internal combustion engine having a crankshaft;
an exhaust gas turbine arranged in an exhaust gas flow of said internal combustion engine, said exhaust gas

turbine can be switched into a driving connection with said crankshaft;

- a propulsion power transmission device, comprising:

- a first interface for transmitting driving power to and from the propulsion power transmission device;

- a second interface for transmitting driving power to and from the propulsion power transmission device, said first and second interfaces being connected in a driving manner, the driving power being transmitted from said first interface to said second interface in a first operating mode, the driving power being transmitted from said second interface to said first interface in a second operating mode;

- a hydrodynamic clutch switched in the driving manner between said first and second interfaces, said hydrodynamic clutch comprising:

- a first working chamber;

- a second working chamber, said first and second working chambers capable of being independently filled with and drained of a working medium in order to transfer torque from a first primary wheel having a first set of blades to at least one secondary wheel having a second set of blades, said first and second sets of blades being arranged opposite each other; and

- a first gear train; and

- a second gear train, said first and second gear trains being switched parallel to one another in the driving manner and in series with said hydrodynamic clutch, said second gear train causing a reversal in a direction of rotation in relation to said first gear train at said first or second interfaces, said first and second gear trains

being respectively continuously connected to said first primary wheel and said at least one secondary wheel, and said first and second gear trains being continuously connected to one of said first or second interfaces in a driving manner,

wherein said propulsion power transmission device is arranged in the driving connection between said exhaust gas turbine and said crankshaft, said first interface is connected continuously to said crankshaft in the driving manner, and said second interface is connected continuously to said exhaust gas turbine in a driving manner.